

Recognized Authority on
Connellsville Coke Trade.

Weekly Courier

Circulates Wherever Coke
is Manufactured or Used.

VOL. 33, NO. 35.

CONNELLSVILLE, PA., THURSDAY MORNING, MARCH 7, 1912

EIGHT PAGES.

Prices and Prospects.

COKE MARKET SHOWS GREATER STRENGTH

**Figures Not Quotably High,
er but Undertone Indi-
cates Firmness.**

BIG DEMAND FROM THE EAST

**Cold Weather Has Stimulated the
Market Throughout the Winter
Operators Holding Off, With Four
Weeks Before Expected Suspension**

Special to The Weekly Courier

PITTSBURG, Mar. 6.—The American Metal Market and Daily Iron & Steel Report will be issued tomorrow.

Any improvement noted in the isolated steel trade is slight and is attributable to the more or less approach of spring, helping, thereto, due to a development which has been anticipated.

One of the chief points in the isolated steel situation is how the extent to which jobbers and manufacturers, consumers, know one on the one hand that spring would come and bring a large increase in outside consumption and know on the other hand that that material was contract for at low prices have been specifying in the past two or three months beyond their immediate requirements. There has been opportunity for a large increase in the pressure upon mills at a actual decrease, depending upon the extent of this anticipation.

A suspension of mining in the anthracite and in the union bituminous districts April 1st is a certainty and recent developments are that consumers are not prepared as well as they were at the time of the not suspension while they cannot stock up now except by paying decidedly advanced prices.

Western Pennsylvania districts which ship east cost, Cleared and Greensburg have already sold at \$1.60 and \$1.60 in the Pittsburgh district.

It has been an advantage to hour 51. It is believed that a suspension of over a fortnight would seriously cripple a number of steel mills operations and this would undoubtedly affect the steel market for the interval has been the time when the industry was operating at over 50 per cent of capacity.

The Jones & Laughlin Steel Company has bought 10,000 tons of coal for prompt shipment from the two Alumina furnaces recently ordered in. It is being slow to get into running order, a count of the extremely cold weather. The coke yard is about \$1.40. Sales an advance over previous purchases and it is believed whether the price is high or low, he has as low as \$1.40 a clear of value of not less than 2 cents. A large furnace interest has itself been a factor in the demand for the iron and demand has been chiefly from the east, but even Pittsburgh district coal has sold at \$1.25 and perhaps occasionally at a trade more.

In these circumstances, less than four weeks before the expected suspension of mining and with little prospect that stocks can be materially increased in consumers' hands Connellsville coke operators feel that there is no occasion to sell any more coke there being a clear prospect that surplus production can be sold at much better prices in the form of oil than can be secured at present for coke.

The more enthusiastic quarters predictions are made that coke will reach \$2.75 or \$3.00 these predictions being based merely upon prospect of Connellsville coal prices mounting a ton and a half of coal to a ton of coke adding 40 cents for cost of coke.

The prompt furnace coke market has been firm at \$1.50 to \$1.65 and it has been difficult if not impossible most of the time to do the \$1.50, such a price usually only obtaining when the purchaser was a broker or operator.

Consumers have paid since in several instances a total of 7 cents or more for coal sold at \$1.25 since last report. Most operators are out of the market or are quoting \$1.45 or \$2.

There has been little if any interest manifested in coke on contract as the views of operators are high and furnaces do not care to contract at this time for what little coke is not covered.

The heart of interest is the prompt market. Any furnace about to go into blast would probably prefer to take chances buying from time to time in the prompt market rather than make a contract to July 1st with sellers in their present mood.

We quote: Prompt furnace \$1.50 to \$1.65.

Contract furnace (nominal) \$1.50 to \$1.65.

Contract coke \$1.25 to \$1.40.

The Jones & Laughlin Steel Company has purchased 10,000 tons of basic from the Valley to the Aliquippa plant. It blew in one Aliquippa blast furnace about the middle of February and second last week. These furnaces got into blast later than was expected on account of the cold weather and it became necessary to purchase this additional iron. The purchase has given rise to the surmise that a third Aliquippa furnace may be blown in with in the next fortnight. The price paid for the iron was about \$12.40 Valley and as the delivery was prompt, the most desirable it is regarded as questionable whether an ordinary iron could be had at as low as \$12.50 although in December and January several sales were made at about \$1.25. A sale of low sulphur Pessman was made last week at \$14.25 Valley, the market being quoted at \$14 on static orders. Foundry iron is \$14 on static orders sellers asking \$13.2 Valley, although the \$13 price has probably not entirely disappeared.

WESTERN STEEL ORDERS

May Take Less Than 15,000 Tons is Business Not Improved.

CHICAGO, Mar. 6.—Lock Island rail orders are expected in a few days. The budget which originally included 2,000 tons of steel for an iron improvement was subsequently reduced to 17,000 tons which may be further reduced because business has not improved as expected.

The company will also rely its car line into rule new car out of the St. Paul Short Line with eighty-five pound rail as soon as weather permits. Approximately 85 per cent of grading and 10 per cent of bridge work has been finished and all work is expected to be completed before September. The Rock Island management says that the reported business improvement presents almost certainty delayed traffic coming forward. Other conditions are reported as excellent.

SHIP TONNAGE

As a Result of Heavy Shipments May Small Shipment This Month.

New steel business received by the United States Steel Corporation at the rate of 36,000 tons a day for six months indicates a small shrinkage in tonnage as shipments to consumers have a heavy increase over the previous month.

It is estimated that over the last two weeks shipments have averaged 1,000 to 1,000 tons a day or at the rate of 11,000 tons a day for six months in the current quarter are expected to cover dividend requirements of the Steel Corporation.

The statement of earnings for the quarter of this year will reflect rising averages. For example, Indiana earnings will be larger than those of January and March earnings last than the returns of February.

Griffith to La Belle

John Griffith formerly superintendent of the Aliquippa plate mills has been made superintendent of La Belle Mills of the American Sheet & Tin Plate Company.

Killed in Fall From Tipple.

John Kilates aged 38 years in emprise of the John M. Greek Coal Company at Canonsburg, fell from the tipple and was instantly killed.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION	WEEK ENDING MAR. 2, 1912			WEEK ENDING FEB. 24, 1912					
	District	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	23,208	17,729	5,479	225,669		23,203	17,670	5,738	221,403
Lower Connellsville	15,807	13,215	2,589	170,341		15,807	13,066	2,741	166,846
Totals.	39,015	30,947	8,068	396,010		39,015	30,736	8,279	387,253
Furnace Ovens		18,565	14,506	4,059	181,812		18,565	14,506	4,059
Connellsville		5,671	1,805	869	62,777		5,671	1,595	863
Lower Connellsville									11,572
Totals.		24,236	19,311	4,922	247,589		24,236	19,311	4,922
Merchant Ovens		4,643	3,223	1,120	40,837		4,643	3,162	1,179
Connellsville		10,136	5,410	1,720	107,561		10,136	8,258	1,575
Lower Connellsville									104,976
Totals.		14,779	11,631	3,116	148,421		14,779	11,422	3,257
SHIPMENTS									115,664
To Pittsburgh					4,521 Cars				4,521 Cars
To Points West of Pittsburgh					6,244 Cars				6,218 Cars
To Points East of the Region					1,125 Cars				985 Cars
Totals.					11,890 Cars				11,714 Cars

"SAFETY FIRST" BRINGS RESULTS

Only Two Men Killed at Working Face for Frick Co. Last Year.

IS MOST DANGEROUS POINT

Officials Credit Interest Taken to
Safeguard Men and First Aid In-
stitution With Reducing the Death
Rate—How Lives are Being Saved

By the First of February last

the results for the H. C. Frick Co.

in regard to safety in the

working face for instance

the Frick Co. has

had only two men killed

at the working face for

the last year.

It is believed that

the Frick Co. has

done a great deal

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BIG PUMP FIRM PLANS EXTENSION

Boys, Porter & Company Contemplate Enlarging Present Plant.

MATTER IS UP TO COUNCIL

Vacation of Unused Portion of Arch Street is Asked by General Manager Hays—Means Employment of More Men and Greatly Increased Output.

Boys, Porter & Company have formulated plans for building an extensive addition to their present plant in case Council decides favorably on the project to locate an unused portion of Arch street. Manager C. W. Hays appeared before Council Tuesday and asked that portion of North Main street between Witter avenue and North Alleys be vacated by the borough. The matter was referred to the Street Committee.

The plot of ground referred to is a hill starting from the plant to Witter avenue. If Council approves the vacation the company will commence work on it immediately. A considerable amount of excavating will be necessary.

This step is become necessary on account of the increased business of the company. During the past three months business in the Water street factory has been better than it has ever been in its history. Mr. Hays said this morning that the company was not contemplating taking up any line of work other than which is being done already.

The new extension will mean the employment of more men and increased capacity of the plant. The Street Committee will probably meet this week to consider the matter.

Under supervision of Gen. Manager Hays, who took charge of the plant following the untimely death of E. F. Boys, the company has maintained an aggressive campaign for business. Orders during the first two months of the year indicate that the output of pumps for 1912 will be the largest in the history of the company.

HUSTON LUMBER COMPANY IS USING WESTERN MD. TRACKS

Running Its Trains Over That Line While Bridge Is Out at Confluence

Trains are running on the Western Maryland at Confluence but they are the trains of the Huston Lumber Company being transferred from their own line to the Baltimore & Ohio. The Huston bridge was swept out during the high water the other day and operations at the mill were tied up. Beginning Thursday however the mill resumed.

It was found necessary to transfer their cars from their own line to the Western Maryland. The cars were then run to the Baltimore & Ohio at the connection near Confluence.

ANALYZING COKE

Bureau of Mines Issues Booklet on That Subject

In order to supply the constantly increasing demand for information relating to the methods used by the Bureau of Mines in analyzing coal and coke the Bureau has just issued Technical Paper No. 8 by J. Redieck, M. Stanton and Wm. C. Lehrer. This Technical Paper describes the methods used in the laboratories of the Bureau for analyzing coal and coke and determining the heating value of these fuels.

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Copies of Technical Paper No. 8 may be obtained by writing to the Director of the Bureau of Mines, Washington, D. C.

MINERS STRIKE

Trouble in Three German Mines and Authorities Fear It Will Spread.

BOCHUM, Germany, March 6.—A miners' strike which was tot by unexpected and which had not been ordered by the Miners' Union took place in three mines here the men left work because as they assert in justified reductions had been made from their wages.

The incident is regarded as a general one since it is feared that it may precipitate a general strike of miners on the question of wages which the leaders of the Miners' Union and the mine owners are just now endeavoring to prevent in order to take advantage of the British coal strike.

SOUTHERN PIG IRON

Demand is Better Than For Some Time With Fall Prices

There is a better market for southern iron now than at present for at least six weeks according to J. C. Sabin of the Sloss-Sheffield Steel & Iron Company. Prices for No. 1 iron from \$10.25 to \$10.50 and \$10.75 for No. 1. Sabin has about 90,000 tons of iron stacked and has not sold any for less than \$10.25.

Several of the large interests in the south have raised this price considerably in the last few months. Long is a basis of \$9.60 for No. 2. Sloss is operating three blast furnaces and is not increasing its stocks of iron.

MINERS STRIKE BECAUSE SAFETY LAMPS ARE ORDERED

They Want One and International Complications May Be Inc.

CHARLESTON, W. Va., March 4.—Interior miners are in trouble with the miners and operators which started over the use of the safety lamps at the Mountaineer mine of the Monongahela River Consolidated Coal & Coke Company opposite Charleroi, last week.

Two hundred miners went on a strike and have asked miners of the Crescent and Vigilant mines and the Fayette City locals to call a sympathetic strike. The Fayette City, 10 miles away, did not strike Saturday night but decided not to strike now but to wait to have incorporated the new workers into the stipulation that certain electrical machines be not used where open lights are forbidden.

It is claimed that the origin of the trouble is a financial dispute between brokers of President Francis L. C. Hays and Michael H. Hayes, a director for district president.

Among the things the miners ask is that prosecutions against certain miners for creating disturbances at the mine be dropped. It is said to do this and has been up the Chinon mine if a sympathetic strike is declared about 3,000 miners will be affected.

Light hundred coal miners employed at the Jumbo mines of the Pittsburgh Coal Company near McDonald went on strike Saturday. They left the mine without awaiting a decision. Recently the mine inspectors declared the miners would have to keep a local safety lamp in place of the open lights.

The miners favored open lights and told the mine officials that as the mine was operated by 6 currents which caused sparks to fly from the apparatus there was more danger of mine explosion from the sparks than from the use of open lights. According to the miners the mine officials said the miners would have to comply with the orders. The inspectors and the miners refused to do so.

WORK AT BIG POWER DAM TAKES ON NEW IMPETUS

With Return of Chief Engineer Schleicher Work Will Be Rapidly Pushed

With the return of Chief Engineer F. W. Schleicher from a trip through the Canal Zone work on the big dam to be constructed by the Mountain Park Land Company on the Cheat river has taken a new impetus. Active work by the engineer corps located at the Cheat has been held up by the flood stage of the stream.

Despite the unfavorable weather the Mountain Park Land Company is still conducting its rock tests in the hillsides near the proposed site of the dam. The tests in the river bank for rock formations have been resumed and it is expected that the river will be raised so as to the river reaches its normal stage the mill resumed.

It was found necessary to transfer their cars from their own line to the Western Maryland. The cars were then run to the Baltimore & Ohio at the connection near Confluence.

WILL SOON FINISH JOB OF LAYING RAILS NEAR HERE

This Done Bridge Over B & O May be Started by Western Maryland

TRADE, Jan. 19.—On the Western Maryland from the Pittsburgh, Pa., to the Maryland to the bridge over the B & O, the Ohio & Ohio tracks, is almost completed. A force of 30 men is on the job. Although this is less than the usual number employed, good time is being made. The work was delayed for a short time last week when the bridge fell in the tracks near the Cheat river. The work is expected to be completed in a few days.

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OPENING OF NEW LINE IS DELAYED

Western Maryland Officials Decide Upon April 14 for First Trip.

BELIEVED ROAD WILL BE READY

March 18 Had Been Determined Upon But Delays Made Postponement Necessary—New Trunk Line to seaboard Afforded Pittsburgh and West

The first train will run over the new Western Maryland railroad on April 14 according to an official announcement of General Manager Shepherd. President Robertson with a party of officials and guests, expect to make the first trip through on the new road from Cumberland to Connellsville on that date.

It was thought this trip could be made March 18, but unforeseen delays upset the arrangement. General Manager Shepherd believes that by fixing the date April 14 it has been made sufficiently far ahead to anticipate any obstacle that might arise from on.

The completion of the connecting line on April 14 will be the culmination of a dream dreamt long ago and later worked out along the most modern and practical lines, chiefly through the efforts of that master railroad man B. F. Bush, who not long ago left the Western Maryland to become the president of the Missouri-Pacific. At a banquet of the Pittsburgh Traffic Club a year or so ago Mr. Bush told the people something of what was being done by the Western Maryland as it affected Pittsburgh and the Pittsburgh district and what they might expect when the plans then being worked out were realized. Within a very short time the people of this district are likely to see the actuality of President Bush's prophecy.

The opening up of the Cumberland extension will give Baltimore and Pittsburgh a decided advantage over other northern municipalities. The present passenger route from Baltimore to Pittsburgh will be shortened more than 25 miles.

The line connecting the Western Maryland at Cumberland and the Lake Erie at Connellsville is 54 miles long and extends along the south bank of the Youghiogheny and Casselman rivers from Connellsville to Meyersdale where a 2,000-foot viaduct crosses over the lower part of the town and the tracks of the Baltimore & Ohio. A tunnel almost a mile long takes the road to the eastern slope of the Blue Ridge Mountains about 1.5 miles from Cumberland. At Cumberland connection is made with the main line of the Western Maryland. Railroads are now laid from Connellsville to Meyersdale and for several months work trains have been operated over sections of the road between these points. The construction is all modern. The grade is such that the freight will be easy.

The road has been building for about 18 months. The original contracts were \$19,000,000 but the cost of the construction complete will be close to \$25,000,000. The bridges are all built of concrete and steel and the dam from slides on the mountain slopes has in a large measure been obviated by thousands of piles driven at the dangerous points. Concrete culverts have been placed at every small stream and rivulet crossing the road. New stations along the road are all complete or nearly so. New shops and classification yards at Cumberland and Connellsville are under way and union stations at Cumberland and Connellsville are finished.

New yards for the great coke and coal tonnage out of the Connellsville region are under way at Dickersonton on the Lake Erie which will be the freight terminal of the Lake Erie end of the link. The road will open up the great coal and timber fields on the south bank of the Youghiogheny and Casselman extending back into a section of Northern West Virginia that is not now accessible to a railroad.

In connection with the opening of the Western Maryland the Lake Erie has its new connecting link from a point above Brownsville to Morgantown, W. Va., where connection is made with the new Buckhannon & Northern which is about completed. This road will bring a great coal tonnage out of a now undeveloped section of West Virginia. To save a 50 mile haul in the part of the tonnage routed east a connecting link is now nearing completion between the Monongahela River at a point near Fayette City and Jacobs Creek on the Youghiogheny River. Connection is there made with the Connellsville division of the Lake Erie Coal and timber destined for Baltimore distributing points and way cities will be crossed over this short line about 10 miles in length, where it will be taken by the Lake Erie and Western Maryland and East.

Through trains will be run from Chicago to Baltimore by way of Pittsburgh, Connellsville and Cumberland.

ANTHRACITE COAL BARONS CONSIDER UNION DEMAND

Will Not Make Public Their Conditions Until Thursday, March 14.

NEW YORK, March 3.—Owners of the great anthracite coal deposits in Pennsylvania, most of them Presidents of coal carrying railroads, met behind closed doors today. Upon their action depends whether there is to be war or peace in the coal field. The magnates are expected to reject the demands of the United Miners Workers in toto.

As an alternative, it is seems certain they will offer a renewal of the agreement which will expire March 31. The miners say they will never accept. The magnates are determined to refuse a one year agreement instead of three and will decline to collect union dues through their payrolls.

RAILROAD EMPLOYEES ARE PLANNING ORGANIZATION

Movement Under Way to Place Shopmen on Common Footing With Others.

KANSAS CITY, Mo., March 4.—Delegates representing the shop trades on every western railroad are to hold a conference here this week with a number of prominent labor leaders and representatives of the various other branches of organized railroad labor to perfect the details of a grand combination or confederation of all the mechanical trades on the railroads west of the Mississippi river. A great deal of preparatory work has been done already, but there is still much to be done before this far-reaching plan can be brought to full maturity.

In a general way the complete plan contemplate the formation of a territorial organization of railroad employees that will include every railroad operating west of the Mississippi river. Before this ultimate result can be achieved, it will be necessary to perfect a system of federations of the trades organized or its of every one of the western railroads.

Heretofore, the mechanical trades of the various railroads were not federated with the other trades of their respective lines in case of a strike, they had no support from the other trades. The railroad companies have an understanding among them to settle among each other and the strikes were invariably defeated.

Realizing that their weakness was due to the lack of a thorough understanding between the railroad employees and management was struck to bring the various trades into closer touch and to form only federations of the mechanical trades of all western railroads, but also system federations in including trades of every railroad between the mechanical and the traffic trades of the railroads, other words a federation of the shop men with the engineers, foremen, conductors and brakemen of each system.

After these plans have been carried to full completion, the labor leaders believe the mechanical trades will be in a position to bring sufficient pressure to bear up on the railroads to obtain from them the grants of their wage demands hitherto refused. Demands will be made on all railroads in the same territory at the same time, so that all these railroads will be in effect at the same time. It is believed the employers will yield. If the shop men are fully supported by the brotherhood organizations of the other branches of work on the same railroad system.

RAILROADS BUYING RAILS AND NEGOTIATING FOR CARS

U. S. Steel Orders at Rate of About 36,000 Tons a Day—Steel Mills Short of Cars

All orders announced this week include one from the Missouri Pacific for 11,000 tons to the Steel Corporation. Several Southern roads are expected to place orders for rails within a short time. Inquiries for about 500 cars are expected to be used within a few days. There is a continued shortage of cars held among steel mills. The American Sheet & Tin Plate Company and the American Steel & Wire Company are short nearly 1,000 cars with which to ship their products.

The Steel Corporation is asking a minimum price of \$111 for bars and \$11.00 for plates and structures in excess of last year, which was the best traffic year in the history of the company. Before the end of the year the new extension to an interchange with the Pittsburgh & Lake Erie at Connellsville will be completed and this is expected to offset any falling off in coal traffic. Coal mining operations are suspended.

The new extension although delayed by several days is expected to close the final year with gross receipts in excess of last year, which was the best traffic year in the history of the company. Before the end of the year the new extension to an interchange with the Pittsburgh & Lake Erie at Connellsville will be completed and this is expected to offset any falling off in coal traffic.

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